

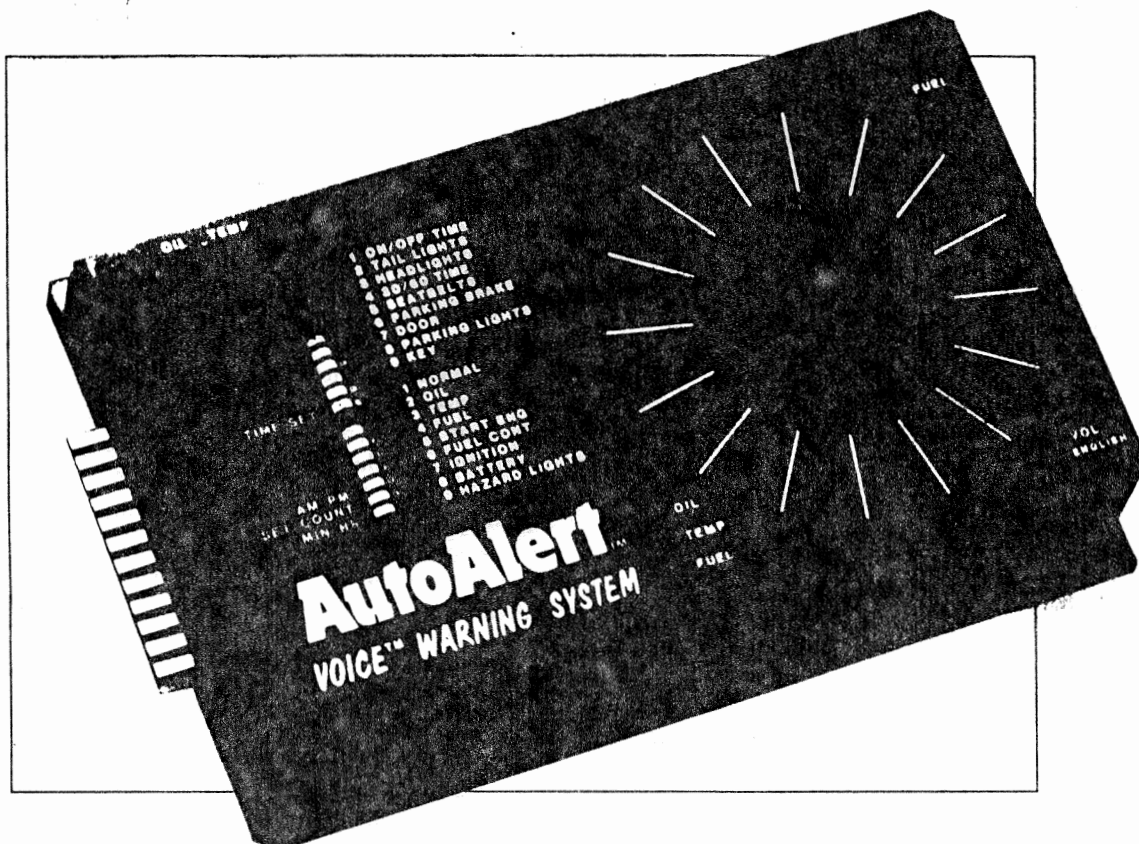
De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

November/February 1987
Volume 5 Number 3 & 4

OFFICIAL PUBLICATION FOR OVER 3000 MEMBERS OF THE DELOREAN MOTOR CLUB OF AMERICA, INC.



VOICE WARNING SYSTEM

Once again, DMCA presents the Auto Alert Warning System. This system uses the latest state of the art voice synthesis electronics to advise, in an easy to understand female voice, of a vehicle's critical and safety functions. The "intelligence" built into this system doesn't bother the driver with needless repetitive information.

The voice warning system does not replace "idiot lights" or gauges. It is an additional warning system that continuously monitor functions through the vehicles existing gauges or sensors and "speaks up" when there's a problem.

THE AUTO ALERT VOICE WARNING SYSTEM ALERTS BY SAYING:

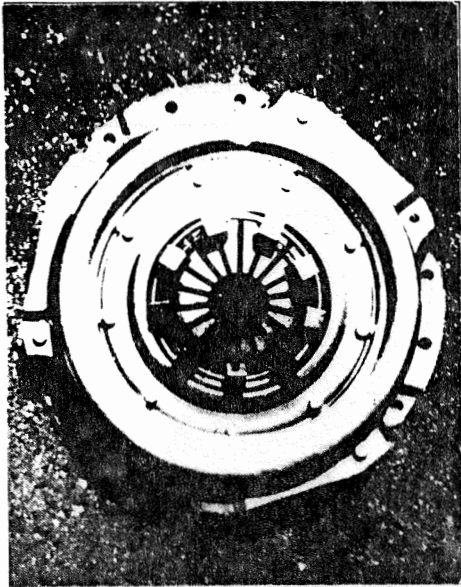
Critical Functions:

- "Please Check Fuel Level"
- "Check Engine Oil"

- "Check Engine Temperature"
 - "Check Engine Electrical"
- Safety Functions:**
- "Don't Forget Your Keys"
 - "Your Headlights Are On"
 - "Please Check Your Door"
 - "Please Fasten Your Seatbelt"
 - "Hazard Lights Are On"
 - "Parking Brake Set"
 - "The Time Is (current time)"
 - "Tail Light Malfunction"
 - "Engine Ready To Start"
(For Diesel Equipped Vehicles Only)
 - "Fuel Contaminated"
(For Diesel Equipped Vehicles Only)
- Programmable Functions:**
- Variable Fuel Level, Water Temperature and Oil Pressure, if connected to OEM gauges

- Time Set AM/PM
 - Time Repeat Mode Every Hour or Half Hour
 - Volume Control
- Features:**
- Unit connects to vehicle's existing sending units – "idiot lights" and gauges still function
 - Complete kit includes all wiring, light test and connectors – no other parts necessary
 - Optional Features:
 - Mute on safety functions only
 - Instant time
 - Repeat Voice
- The Auto Alert can be easily installed not only on your DeLorean, but also on most domestic and foreign automobiles.
- DMCA MEMBERS COST: \$200 plus \$6.00 shipping.**

TECHNICAL TIPS



HEAVY DUTY CLUTCH

This heavy duty diaphragm clutch is totally unique because it has light, comfortable pedal pressure without sacrificing the high performance characteristics needed in freeway and recreational driving.

How this clutch system works is that it uses a specifically engineered system of weights attached to the diaphragm spring. This keeps the diaphragm from sticking "over center" at higher RPM shifts (tested to 12,000 RPM), interlocks the diaphragm spring fingers together, creating a more positive, faster engagement and increases "clamp load" pressure as the engine RPM increases.

The advantages of using this heavy duty clutch as opposed to the stock are:

- Longer pressure plate life
- Softer pedal pressure
- Uses stock clutch linkage and slave cylinder
- Longer disc life
- Longer flywheel life
- Uses stock throw-out bearing
- Reduces main thrust bearing loads

Heavy Duty Clutch \$210.00

CLUTCH INSTALLATION HINTS

"INSTALLATION DO'S"

1. Determine cause of original clutch failure. Cause of first clutch failure (if not wear) MUST be found and corrected. If oil is present on clutch plate, cause of leak MUST be corrected before installation of new clutch unit.

2. Check splines on transmission input shaft for signs of abnormal wear or "twisting".

3. Remove ALL oil or grease from friction surfaces of flywheel and cover assembly. Surfaces MUST be clean and dry.

4. To insure proper operation, friction surface should be resurfaced.

5. If throw-out bearing is worn, replace and lubricate its retaining collar with lithium (white) grease.

6. Closely inspect pilot bearing for excessive wear and replace if needed to avoid transmission misalignment.

7. Use clutch alignment tool to insure disc and cover is properly aligned with pilot bearing.

8. Check new disc for free movement on transmission input shaft; also rotate to check for run out or "wobble". If run out or wobble is apparent, disc should not be used. Lightly lubricate shaft splines with small amount of lithium grease.

9. Be sure ALL special (shoulder etc.) type bolts, if any, are replaced in their proper locations.

10. Torque all clutch cover bolts evenly using a progressive "criss cross" tightening pattern.

11. Before completing installation, inspect all clutch linkage parts (fork, clevis, pins, etc.) for signs of wear and replace ALL worn pieces. Grease all pivot points in linkage system.

12. Adjust clutch pedal "free play" to correct specifications.

"INSTALLATION DON'TS"

1. DO NOT remove balance weights on clutch plates or covers.

2. Let any grease or oil contact ANY friction surface.

3. DO NOT use an impact (air gun) to tighten cover bolts.

4. Let transmission weight rest on input shaft during installation procedure.

MANUAL TRANSMISSION

Q. I am experiencing a hard time shifting after I have been driving for any period over an hour, but once I let the car cool down, it seems to be okay. What causes this to happen?

A. This is a common problem with the early VIN DeLoreans and will remain so until the hydraulic clutch line is rerouted. Reposition the line over the crossover pipe so as to be protected by the heat shield. This keeps the clutch fluid from boiling at high temperatures, which makes it difficult to shift when hot.*

Q. I can shift into any gear without difficulty except into 1st and 5th. Is there any adjustment for this?

A. Yes. The selector assembly has an adjustment on the cross gate cable, located under the car. (Parts manual pg. 420 #19). The gear lever needs to be aligned to the center of the selector assembly. This is accomplished by either tightening or loosening the $\frac{15}{16}$ " nuts at the end of the crossgate cable.

*NOTE: Introduction of a DOT 5 brake/clutch fluid is wise in the sense that DOT 5 fluid meets the requirements of Federal Motor Vehicle Safety Standards, with a wet boiling point above 500°F (260°C). It also doesn't absorb moisture as the DOT 3 and 4 do.

AUTOMATIC TRANSMISSION

Scheduling maintenance at regular intervals is the best prevention of expensive repairs. Changing A/T fluid every 15,000 miles and the filter every 30,000 miles will ensure a longer life.

Computer governors are the most common problem for the automatic transmission. The reason for this is that the governor has no real protective covering over its harness and the heat from the exhaust damages the computer. Wrapping the harness with a protective shield and moving the harness away from the transmission reduces the heat on the harness. (HEAT SHIELD PART #200066 - \$15.00)

DeLorean MOTOR CLUB OF AMERICA, INC.

MANUAL CLUTCH TROUBLESHOOTING CHART

POSSIBLE CAUSES	PROBLEM						
	Slippage	Grabbing	Chatter	Noise	Squeaks	Drag/Non-Release	Bearing Noise with Clutch Released
WORN/GLAZED FACINGS	•	•	•				
INSUFFICIENT FREE PEDAL TRAVEL	•						
GREASE/OIL ON FACINGS	•	•	•			•	
LINKAGE IMPROPERLY ADJUSTED/WORN	•	•				•	•
WEAK/BROKEN PRESSURE SPRINGS	•						
WARPED/GROOVED PRESSURE PLATE	•	•	•				
THROWOUT BEARING RIDING FINGERS	•			•			
PRESSURE PLATE BINDING ON STUDS	•	•					
CLUTCH PARTS BINDING	•	•		•		•	
DISTORTED CLUTCH SHAFT		•					
FLATTENED/WARPED CLUTCH DISC		•					
BELL HOUSING MISALIGNMENT		•				•	
FACING DUST IN FLYWHEEL		•	•				
THROWOUT BEARING BINDING ON SLEEVE		•	•				
BAD MOTOR MOUNTS			•				
WORN FORK			•				•
WORN THROWOUT BEARING			•	•			
UNEVEN RELEASE LEVERS			•			•	
CRACKED/BROKEN PRESSURE PLATE			•			•	
INSUFFICIENT PEDAL/BEARING TRAVEL		•				•	
DAMAGED TRANSMISSION SPLINES						•	
COVER FLANGE DISTORTED OR BENT						•	
EXCESSIVE DISC RUNOUT						•	
CENTER DRIVE/PRESSURE PLATE BINDING				•		•	
CENTER DRIVE PLATE SPRINGS WEAK/BROKEN						•	
PILOT BEARING WORN/FROZEN TO SHAFT					•	•	
LOOSE RELEASE FORK ON BALL OR IN GROOVE				•			•
WORN SPLINES IN DISC HUB		•		•			
CLUTCH SHAFT SPLINES WORN				•			
THROWOUT BEARING SLEEVE DRY/WORN				•			•
BROKEN RELEASE YOKES				•			
PEDAL RETURN SPRING ENDS OR OVERCENTER					•		•
PRESSURE PLATE SCRUBBING DRIVE SLOTS/LUGS					•		
PILOT BEARING LOOSE IN CRANKSHAFT				•			
BAD FRONT TRANSMISSION BEARING				•			
THROWOUT BEARING NOT SQUARE ON COLLAR					•		

DeLorean MOTOR CLUB OF AMERICA, INC.

AUTOMATIC TRANSMISSION TROUBLESHOOTING CHART

PROBLEM	CAUSES DUE TO TRANSMISSION AUXILIARIES	CAUSES OF ELECTRICAL ORIGIN	CAUSES OF HYDRAULIC ORIGIN	CAUSES OF MECHANICAL ORIGIN
ENGINE STALLS UNEVEN IDLING	2 3 4 13			
CREEP IN "N"	10		19	31
EXCESSIVE CREEP IN "D"	2 4		27	
SLIP WHEN MOVING OFF IN "D" OR "R"			1 12 19 35 27	
SLIP WHEN MOVING OFF IN "D"				32
SLIP DURING GEAR CHANGING			12 35 19	
GRABS ON MOVING OFF	2 4		27	
GRABS DURING GEAR CHANGING	5	18	12 13 19 35 36	
INCORRECT GEAR CHANGING SPEEDS	4 5 6 17	8 16 17 34 18		
NO DRIVE IN ANY RATIO	1 10		19	22 23 24 25 26 27
NO DRIVE IN 1ST AND 2ND "AUTOMATIC"				31
NO DRIVE IN 2ND OR 3RD				29
NO DRIVE IN 3RD, NO ENG. BRAKING IN "R"				28
NO DRIVE IN REVERSE				30
NO DRIVE IN 1ST AUTO. BUT DRIVE IN 1ST GEAR "HOLD"				32
NO 1ST AUTOMATIC		8 16 18	19	32
NO 2ND AUTOMATIC		8 16 18	19	
NO 3RD AUTOMATIC		8 16 18	19	
NO 1ST GEAR "HOLD" NO 2ND GEAR "HOLD"	10	8 16 37 18	19	
REMAINS IN 1ST AUTO.		8 16 37 18	19	
REMAINS IN 3RD		7 8 16 18	19	
SOME RATIOS UNOBTAIN- ABLE AND SELECTOR LEVEL ABNORMAL	10			33
"PARK" FACILITY NOT WORKING	10			33
STARTER NOT WORKING	10	8 37		
SMOKE FROM EXHAUST	13			

1 FLUID LEVEL
2 IDLE SPEED
3 ENGINE IGNITION SYSTEM
4 ACCELERATOR CONTROL
5 GOVERNOR CABLE
6 MICROSWITCH ADJUSTMENT
7 FUSES
8 HARNESSSES, WIRING, PLUGS,
SOCKETS, GROUNDS

9 COMPUTER SETTING
10 SELECTOR LEVEL ADJUSTMENT
12 FLUID PRESSURE SETTING
13 VACUUM LEAKS
16 GOVERNOR/COMPUTER
17 MICROSWITCH
18 SOLENOID SHIFT VALVE
19 VALVE BODY
20 PRESSURE REGULATOR

21 STARTER SWITCH
22 FLUID PUMP
23 FLUID PUMP SHAFT
24 TURBINE SHAFT
25 FINAL DRIVE
26 CONVERTER DRIVING PLATE
27 CONVERTER
28 CLUTCH C1
29 CLUTCH C2

30 BRAKE B1
31 BRAKE B2
32 ROLLER CLUTCH
33 MANUAL CONTROL VALVE
34 CHARGING SYSTEM VOLTAGE
35 VACUUM MODULATOR
36 PICK-UP SCREEN
37 MULTIFUNCTION SWITCH

DeLorean MOTOR CLUB OF AMERICA, INC.

MEMBER NEWS

DELOREAN "BRONCO"



Linda and V.J. Boudreaux have this to ask passing motorists in Louisiana!



DLORAN

Loran Smith's license plate speaks for itself. It not only identifies the car but very cleverly identifies the owner!

Loran was recently the highlight of an article in the *Gazette Telegraph*, his local newspaper in Colorado. The article introduced specialty automobiles and their owners.

In his interview with the newspaper, he compares his stainless steel DeLorean with his favorite basketball player, Kareem Abdul-Jabbar.

"It'll endure," says the retired chief master sergeant of the air force.

The DeLorean may not have the speed that Smith, who shot hoops for the Falcons, admires in sport. The car takes 9.9 seconds to accelerate from 0 to 60 mph. At best it peaks at 130 mph. But the DeLorean can hold a bend in the road with the certainty of a Jabbar hook shot, says Smith.

There likely will never be another car like the DeLorean, he says. "Each athlete is unique in what they do and so is the DeLorean. They are one of a kind."

Congratulations to Loran and thanks for the plug for the club in the article!

DMCA member, Jim Widlar, and his DeLorean, also gained attention in Colorado. An article and picture appeared in the *Daily Camera*.

It seems Jim, who is president of Cupertino Electric, was swept up by "Bronco fever", just prior to this year's Super Bowl. Jim and two of his employees were involved in a friendly bet. One employee tried to convince another to dye his beard orange to show his support for the Denver Bronco football team. After some reluctance, the gentleman gave in and dyed his beard.

Somehow, as a result of this bet, their boss decided to allow them to paint his DeLorean bright orange and blue.

The cost of the paint job was \$35.00 and took several hours in production. The finished product came out "looking like a grade school poster promoting the Broncos and John Elway." The car was painted mostly fluorescent orange, with a blue Bronco helmet on the hood and a blue "7" on the two doors.

Well Jim, your Bronco spirit is admirable. I hope the paint removal job was a success. Let us know if you need a car care kit!

NOTICE

VISA/MASTERCARD: DMCA now offers its members the convenience of using either a Visa or Mastercard credit card when purchasing merchandise or service.

When ordering in writing and by phone, please supply your name as it appears on the card, your card number and its expiration date.

We hope you will take advantage of this new service.

EXTENDED SERVICE: Since opening our DeLorean Service Center in July, we have extended our phone days to Monday through Friday for ordering parts and receiving technical information.

For late evening and weekend calls, you may leave your message or order on our answering service.

ELECTRICAL PARTS: Due to the sensitive nature of electrical parts, there will be no exchange or return of these items.

DISCLAIMER

While it is a primary service of the DeLorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or person quoted. Although research has preceded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is also incumbent upon the owner of a DeLorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by DeLorean Motor Company. This publication and this organization **WILL NOT ASSUME LIABILITY** on any such consequences.

ADVERTISEMENTS

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to ADS-DMCA, P.O. Box 2556, Huntington Beach, CA 92647.

FOR SALE: 1981 DeLorean, auto, 6,800 miles, excellent condition, new alternator, burglar alarm, grey interior, sheepskin seat covers. \$15,500 (213) 664-0883 after 7:00 pm. Andrea (CA)

WANTED: Left front fender, left door, mint condition; new/rebuilt five speed transaxle. Mike (312) 580-0713.

FOR SALE: 1983 DeLorean, EXCELLENT condition; 7,000 miles. \$14,500. (513) 767-3431.

FOR SALE: 1981 DeLorean, mint condition, 5-speed, always garaged, 6,500 original miles, \$15,900. (317) 844-0032 Central Time.

FOR SALE: 1981 DeLorean, #5264, 16,600, grey interior, car cover, 5-speed, show car!!! Garaged and Covered. Call for videotape and details. \$18,500. (504) 368-5330 (LA).

FOR SALE: 1981 DeLorean, #1344, 5-speed, all original, with manuals, DMC mats, bra, P-6s, new fuel pump. \$17,575. Leave message, Jim (707) 257-2913 (CA).

FOR SALE: 1981 DeLorean, black leather interior, 5-speed manual, car cover, power antenna, Craig stereo, floor mats, original owner, always garaged, mint condition, 13,000 miles. \$18,000. Call (415) 837-0203 (CA).

FOR SALE: 1981 DeLorean, excellent condition, 14k miles, red with grey interior, 5-speed. \$17,000 OBO. Phoenix AZ, Tom Thomson. Serious inquiries only. Club membership included. George Thomson, 200 W. Hermosa #L-112, Tempe AZ 85282.

FOR SALE: 1981 DeLorean, Serial No. SCEDT 26T2BD005787. 32,500 miles, 5-speed transmission, garaged. Single owner since purchased December 1981. Luggage and ski rack included. Car cover. New floor mats. Best offer over \$13,000. Contact George Brown Bus. (614) 383-4031 or Res. (614) 387-5819 (OH).

FOR SALE: 1981 DeLorean, #4739, 15,000 miles. No flaws. Taken care of like a child, a spoiled child! No bugs. 5-speed, grey interior, car cover, DMC floor mats,

manuals. Never rained on. \$20,000. Houston (713) 367-5829, 432-2211.

FOR SALE: 1982 DeLorean, 5-speed, grey interior, 33,000 miles, immaculate, excellent condition. Will sell to a good home. \$18,000. (904) 752-3648 (FL).

FOR SALE: 1981 DeLorean, black interior, 5-speed, all recalls done, 18,000 miles, absolutely perfect condition (except needs door rubber). \$18,500 or any reasonable offer. One owner. (205) 661-2805 or 661-5343 (AL).

FOR SALE: 1981 DeLorean, 49,000 miles, \$7,900. Mr. Johnson (817) 553-3895 Central Time.

FOR SALE: 1981 DeLorean, VIN #1090, 34,000 miles. 5-speed, black interior, all upgrades performed by owner including new alternator, fuel pump, window motors and other custom electrical modifications. BAE turbocharger, cruise control, cover, all manuals, complete set of *De Gull Wings* and two sets of tires. Asking \$20,000. Call (206) 866-8567 (WA) eves/wkds.

DATA

De Gull Wing is published by DeLorean Motor Club of America, Inc., P.O. Box 2556, Huntington Beach, CA 92647. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be doubled spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DeLorean Motor Club of America, Inc.
Post Office Box 2556
Huntington Beach, California 92647
(714) 847-9940
Volume 5 Number 3 & 4

First Class
Mail
Dated Material